

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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Layout of the Port of Varna

1. For a sketch of the port area showing the locations described in the following sections, see Appendix, page 3.
2. A moveable bridge of metal construction is located at No. C.
3. The fuel dump shown as No. D consists of three concrete cylindrical tanks about 60 meters high and 15 meters in diameter as well as several small metal cisterns.
4. A double rail line, capable of shunting two trains of 40 cars each, runs between the fuel tanks and the canal. (NOTE: Since this rail line does not pass the bridge (No. C), it is necessary to enter along the south bank of Varna Lake, serving the Penardzhik seaplane base, and return to the general network 16 kilometers farther west, at Beloslav (N 43-10, E 27-42).
5. The complete area between point No. E and the nearest point, along line F-G, is covered with buildings used as barracks, offices, work-shops, etc. belonging to the Bulgarian Navy.
6. Several small buildings apparently belonging to the Arsenal are located farther along the canal, between points No. G and H.
7. There are no barriers along the line F-G-H. Much activity was noted in this area.
8. The scheduled work, indicated on the sketch by a dotted line, has been carried out. Two quays have been constructed.

Merchant Vessels

9. The Bulgarian cargo ship KHRISTO SMIRNENSKI and the Soviet cargo ship KARL MARK were berthed along the quay I-J.

25 YEAR
RE-REVIEW

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-2-

25X1

10. Fifty meters from the end of the large jetty of the east quay (that is, 500 meters south of the ruined jetty A), there is a cargo-boat approximately 60 meters long which is completely covered with minium (red oxide of lead) and surrounded by several buoys (cibes-bouées - sic).

Shipyards

11. At L, there are two slipways for ship construction, not covered. The eastern slipway is 15 meters high, has a total width of 20 meters, and a length of 60 meters. It is divided into three compartments, two of which contain a ship under construction. The western slipway has the same height and length, but is a little wider. It is divided into four compartments, one of which contains a ship under construction. All seven compartments are identical. No hoisting equipment or power station is visible in the area of the slipways.
12. The shipyards are located between the bridge (No. C) and the lake, to the north of the canal. The canal edge, within these limits, consists of a masonry quay. Along this quay, the following ships were observed (from southeast to northwest):
- The cargo ship TEREK, in the process of completion, length of 80 to 100 meters; its hull, on the outside at least, is of cement, except for a few meters of metal at the prow and stern; the superstructures, consisting of a forward mast and a stern stack, are in place; the bridge is slightly concave and has 12 circular apertures approximately one meter in diameter on the larboard side;
 - Two tankers approximately 40 meters long, under repair; and
 - Four identical boats, in the process of completion, are berthed in pairs; these vessels are approximately 60 meters long and have hulls entirely of reinforced concrete; the superstructures are in place; the bridge is slightly convex; two closed metal tanks with an aperture in the middle of the upper circular surface are located between the prow and the stern.
13. The floating dock at No. M is in bad condition (old and poorly maintained). It is equipped with three cranes.
14. A yard which demolishes boats and recovers the metal is shown at No. N.

Miscellaneous

15. The south bank of the canal, facing the shipyards (that is, between the bridge No. C and the lake) is occupied by a large building which is enclosed by a wall. A chimney is visible. From an inscription, the plant was identified as a power station, but it could not be determined whether or not it is a central plant.

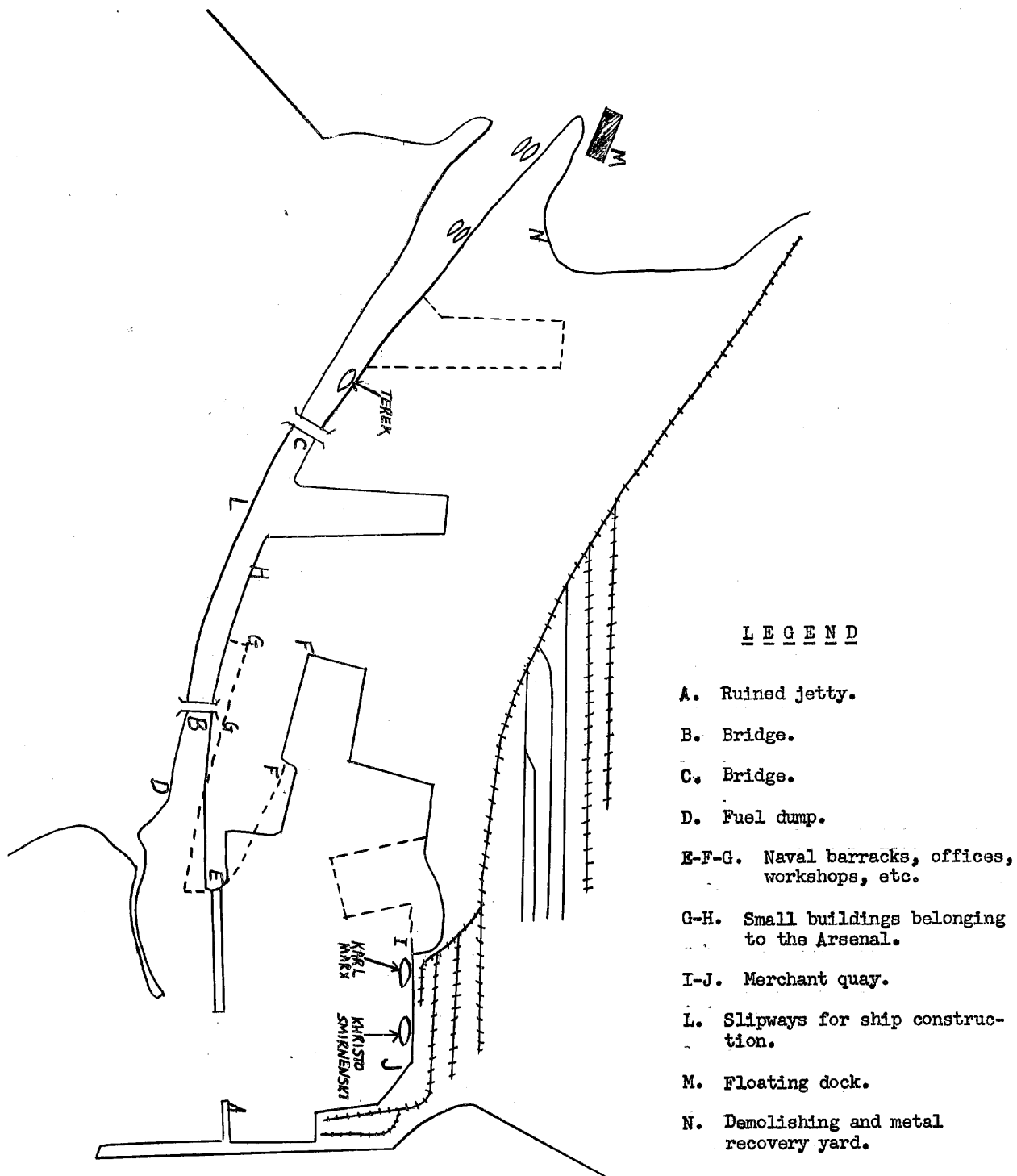
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APPENDIX

-3-

25X1

The Port of Varna

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